SIX DOLLARS PER ANNUM

# BY TELEGRAPH.

NEWS FROM WASHINGTON.

WASHINGTON, May 29 .- No political or gov-

ernment business to-day on account of the It is understood that the directors of the

Chesaneake and Ohio Railroad have arranged with Northern capitalists for the immediate completion of the road to Ohio.

The Central Pacific Railroad has deposited four millions security for bringing the road up

Lake Sibley advices state that the Indians attacked the Scandinavian colony near that place, killing five. Several settlers were killed on Republican River.

WASHINGTON, May 30 .- Occasional flowers thrown on the Confederate graves at Arlington yesterday produced disturbances, which were checked by the guard, who prevented their decoration. This policy was enforced on the authorities by ruffians, supported by thoughtless persons, who gathered and trampled upon the flowers. This act, and the necessity to guard the graves, is universally deplored; but the vast and mixed crowd rendered the guard necessary, otherwise there would have been rows and probably bloodshed.

#### SPARKS FROM THE WIRES.

Davis' Theatre, in Atlants, was burned on

tempted to outrage, and who had threatened to have him arrested.

### THE COUNTY ELECTIONS.

The Returns as Far as Received.

The returns of the county elections which took place on Tuesday last come in rather slowly. We give the results, as far as received, from the following counties:

The election for County Commissioner and Coroner resulted in favor of Messrs. James F. Sutherland and John S. Meroney, the candidates of the colored people. The Camden Journal says :

There being no regular opposition, but little interest was manifested, and only about nine hundred votes were cast, of which near seven hundred were polled in Camden.

Partial returns from York County leave little doubt of the election of Crook, the Democratic candidate for County Commissioner.

In Abbeville the contest was close, but re sulted in the election of Colonel Jac. S. Cothran as senator, Jas. A. McCord as coroner, and Messrs. Edward Westfield and Wm. H. Taggart as Commissioners. These are all Democrats. Guffin, (Radical) it is said, intends to contest Cothran's election. The details of the vote are as follows:

Precincts. Der Abbeville. Bradley's Mills. Cokesbury. Calhoun's Mills. 
 Calhoun's Mills
 133

 Ohlies' Cross Roads
 53

 Donaldsville
 98

 Due West
 55

 Greenwood
 106

 Ninety-Bix
 58

 Union
 29
 

Full returns have not been received, but suf-ficient to indicate the election of John Henry Galiman, Democrat, over Drury D. Goings, Radical, by a very large majority.

ORANGEBURG. The following is the result for Coroner and School Commissioner:

For School Commissioner E. J. Cain (colored Radical) 2004. J. T. R. rinson (Democraty 194. William N. Mount (Lepublican) 192. For Coroner—W. R. Tresdwell (Republican) 2110. W. E. McMichael (Conservative) 241. T. P. Stokes (Republican) 57.

Mr. McMichael was taken up by a few of his friends on the day of the election. Though few knew he was out, yet be received a very flattering vote. The Orangeburg News, (Republican paper,) in alluding to the result,

We want it distinctly understood that we the News voted for honesty, efficiency and in-telligence, and if Governor Scott issues a com-mission (which we don't think he will) to the successful competitor, we unbesitatingly say he loses our respect and support.

## GEORGETOWN.

In Georgetown the election was a spiritless affair. Very few votes were polled in the town, and scarcely any white votes except perhaps two or three who belonged to the Radical ring. The election resulted as follows: County Commissioners. Thomas D. McDowell and R. C. Bush; Coroner, W. C. Munnerlyn. HORRY.

In Horry the Radicals have been handsom ly beaten. Mr. James C. Beaty was elected representative by a majority of one hundred and sixty-eight, over all his competitors. Mr. Beaty was a member of the 7th South Carolina cavairy in the late war. Robert Levingston, Jr., Esq., was elected County Commissioner by seventeen votes majority over all his competitors. Mr. Levingston lives near Little River in All Saints, is quite a young man, yet said to be very competent as a busine a man, having served as tax-collector in All-Saints. He was a member of the 10th South Carolina regiment in the late war. The Horry News

The colored people in the recent election showed more practicable freedom than they have before exhibited in such matters. They nave before exhibited in such matters. They voted for whom they pleased, and would not suffer themselves bound to any party or league. A large number of them cast their votes with white men.

LAURENS. The Radicals claim to have carried Laurens

County by seventy-five majority. It is said that the Democratio strength was divided by the running of "independen;" candidates Very little interest was shown in the matter and the poll is not more than a third the strength of the parties, as shown in the No-

A rumor has obtained currency in New York that Spain will, in June next, instruct her agents abroad to give public notice that every citizen of that country, or its American possessions, having property or values of any kind in the Island of Cuba, will be required to go effore some cousul to register their names and make oath of allegiarce to the Spanish Government or e so their property will be sub-

The Washington correspondent of the New York Times says: "The President and his Cabinet are entirely in accord on the point that a foreign war would be extremely disastrous at the present time."

OUR WESTERN CONNECTIONS.

CINCINNATI AND CHARLESTON:

Report of J. B. Lafitte, Esq.

The following report, giving some interesting particulars in regard to the recent mission to Cincinnati in behalf of the commercial interests of Charleston, has been prepared for presentation to Mayor Pillabury:

CHARLESTON, May 28, 1869.

Hon, Gilbert Piltsbury, Mayor of Charleston:
Sire—In accordance with the appointment
conferred upon me, Fleft this city on the morning of the 11th instant, arriving at Cincinnati
on the night of the 18th, and returned here on he 26th, and now beg leave to submit the fol-

the 26th, and now beg leave to submit the following report:

Many of our citizens may not be fully informed of the position heretofore occupied by Cincinnati with reference to giving aid to railroads. I therefore deem it proper to premise by stating that until very recently that city was prohibited by its charter from aiding as a corporation in the construction of any railroad. It is to this fact alone that we must attribute the failure of all former attempts to form the much desired railway connection with that city, which has occupied the thoughts and enlisted the support of many of the leading men of Ohio, Kentucky and Tennessee, as well as of our own State, for more than thirty years past.

than thirty years past. passed an act authorizing any city having more than 150,000 inhabitants to expend a sum not exceeding ten millions of dollars in the construction of a railroad Davis' Theatre, in Atlants, was burned on Friday night. Loss \$75,000. No insurance. George Peabedy has sailed from England for this country, where he will henceforth reside.

Minister Motley has arrived in London.

Albert Tyler, colored, was executed in Richmond on Saturday, for poisoning Paulina Hubbard, also colored, whose child Tyler had attempted to outrage, and who had threatened of the city Council must first declare by a resolution of the majority of their board, that such road is essential to the interests of such city. This resolution must then be submitted to the voters at a special electron, to be held after twenty days' notice shall have been given. If ratified by a majority of the voters, the Superior Court shall appoint five commissioners, to whom the bonds of the city are to be issued, and who are to be of the city are to be issued, and who are to be charged with the duty of constructing the rail-

Upon my arrival at Cincinnati, I found that Upon my arrival at Cincinnati, I found that the Joint Committee of the Common Council and Board of Trade, to whom the matter had been referred tor the purpose of taking evidence as to the best route to be adopted, had already held several sessions, and that the claims of the Chattanooga route had been pressed with great energy and zeal, by delegates from that place and by others interested in the adoption of that route. In consequence of these ex parte statements, I found that a very general preference for that line was entertained.

On Sainvage the 18th instant

tained.

On Saturday, the 15th instant, the Joint Committee held a session for the purpose of hearing the statements of the delegates from East Tennessee and from this State. The advantages of the Knoxville route were very clearly stated by the President and Chief Engineer of the Blue Ridge Railroad, by Directors and Chief Engineers of the East Tennessee Roads, by Governor Scott, of this State, and by other delegates from East Tennessee. I also had the honor of addressing the committee, confining my remarks to an exposition of a very tew of nnati from a short and direct connec-

by Cincinnati from a short and direct connec-tion with this port.

Colonel Mansfield, a venerable and esteemed citizen of Ohio, and a delegate to the first con-vention, held in 1836, to consider this same question, addressed the committee, in some very eloquent and cogent remarks, in favor of this route, which had been adopted thirty-three years ago, and which, until very recently, was deemed without a rival.

three years ago, and which, until very recently, was deemed without a rival.

This meeting was attended by a very large number of the leading merchants of Cincinnati, who evinced a great interest in the subject, and I feel fally warranted in saying, that the facts and arguments adduced produced a marked effect upon those present. This impression was strengthened and extended by further statements and explanations made before a subsequent session of the committee, also by articles published in the Cincinnati journals, and by private interviews with many of the leading men of the place who visited our rooms, where with the aid of military, topographical, and other authentic maps, the facis and explanations given could be more clearly exhibited and confirmed. exhibited and confirmed.

Our city and State has and can have no in-crest in the Chattanooga route, as the incure city and state has and can have no fit-terest in the Chattanooga route, as the in-creased distance would be such as to prevent any extensive trade between Cincinnati and ourselves. With the knowledge of this fact before me, I stated to the committee that it was my firm conviction that if the Knoxville was my firm conviction that if the Knoxville route were not adopted, the people of this State would abandon the completion of the Blue Ridge Road, preferring to sacrifice the vast sums already expended to making further sacrifices in our vain effort to form a connection with them, which we had porsevered in for over thirty years. As yet no practical advances had been made by Cincinnati to meet us at the Tennessee line, as originally agreed

I was perfectly sincere in making this state-ment, but a fuller investigation of the whole matter in all its bearings has induced me to matter in all its bearings has induced me to change my opinion, for reasons that I shall presently set forth, and which convince me that Cincinnati has influitely more at stake in the selection of Kuoxville as the Southern terminus of her proposed railway than we have.
Whilst I still avow a decided preference frichat route, I shall endeavor to show that it is a

minus of her proposed railway than we have. Whilst I still avow a decided preference for that route, I shall endeavor to show that it is a matter of vital importance not only to our city but to our State, to complete the Blue Ridge Road as speedily as possible, regardloss of the route or terminus that may be determined upon by Cincinnati.

I shall not enter into a lengthy discussion of the comparative advantages offered to Cincinnati by the two routes proposed, but they may be briefly stated as follows:

The distance from Cincinnati to Knoxville via Paris, London, Elk (lap, and other minor points is 74 miles, of which 111 are completed and in actual operation, and 15 more are graded and ready for the iron, leaving only 148 miles of road to be built. The roads already built can be purchased at a moderate price, certainly not exceeding what it would cost to construct them, and Cincinnati would thus own and control the entire line to Knoxville. The roads from this city to Knoxville, though owned by three distinct corporations, would be virtually controlled by one and the same interest, and the entire line from Charleston to Cincinnati would of necessity be operated with that harmony which is so necessary to promote the interests of all concerned.

The distance from Cincinnati to Chattanooga by the proposed route via Chitwood is 858 miles, of which 112 miles are completed, and 10 miles more have been graded, leaving 286 miles of road yet to be built. Of the 112 miles already completed, a considerable portion, leading directly south from Cincinnati, is common to both routes.

The advantages of the Knoxville route in the shortness of the line to be built are too manifest to require further comment. The greater advantages of the Connections to be made at the respective termini are at least equally so.

The distance from Cincinnati to Chat anoogo via Knoxville by the proposed route to Knoxville, and by the East Tennessee and Georgia Railroad, now in actual operation, theoce to Chattanooga, is 386 miles or only 28 miles

Would have two connections, to wit the wills Valley Railroad now in process of construction and the Western and Atlantic Railroad now in operation to Atlanta, Georgia, via Dalton. Dalton is situated 38 miles to the southeast of Dalton is situated 38 miles to the southeast of Chattanooga, and is the terminus of the East Tennessee and Georgia Railroad distant 110 miles from Kuoxville by that railroad, the connection between Knoxville and Chattanooga being made by a branch road diverging westwardly from the main line at Cleveland. Dalton being a common point to both routes, is therefore the true point to be considered in estimating the advantages to be derived from a connection with the Western and Atlantic Railroad to Atlanta, the great railroad centre of the State of Georgia. Dalton, it will be seen by a iding together the distances already stated, is 396 miles from Cincinnati y the proposed

is 306 miles from Cincinnati y the proposed line to Chattanooga, and only 384 miles by the proposed Knoxville route. The one so itary advantage gained by Cincinnati in building the line to Chattanooga is the gain of 28 miles in making a connection with the Will's Values Pacel. From what has been said, persons not fully informed upon the subject would, upon being told that the Chattanooga route is being se-

cotton region of Alabama, and by its connec-tions at Selma offers at least as short a route to New Orleans and a shorter one to Mobile and

Besides the advantages referred to above the Besides the advantages referred to above the connections to be made at Knoxville are many, and of incalculable importance. At that point, Cincinnati would connect with roads in actual operation, which traverse East Tennessee, and the entire length of the great State of Virginia, terminating at Richmond and Norfols.

By a railroad now under construction, and of which only eighty-two miles remain to be completed, (the means for building which have already been provided) Knoxville will soon be placed in connection with the entire network of railroads that traverse the length and breadth of North Carolina.

of North Carolina.

By the Blue Ridge Railroad they will connect

with the railroad system of our own State, which would open to them a large market for their manufactures and surplus products, and will reach our harbor, which is the nearest and best of all the Atlantic ports for the transaction of their foreign export and import trade with Europe, the West Indies and South with Europe, the West Indies and South America; and offers peculiar advantages as a point of debarkation for European immi-

grants.
The stockholders of the Georgia Railroad Company, at their recent annual meeting, in-structed their president and directors to ex-tend the Athens branch of their road to Clayton, Georgia, a point on the Blue Ridge Railroad, south of the mountains. This will give Cincinnatia much shorter line to middle, southern and southwestern Georgia, including the port of Savannah, than by the circuitous

route via Chattanoga.

With this statement of the comparative advantages of the two routes, and which I believe to be entirely correct in every particular, it may well be deemed strange by an impartial observer, that there should be a moment's heatiation as to the route to be selected. It can only be accounted for by the fact referred to in the earlier part of this communication, that the advocates of the Chattano agranute to the second in importance only to cur connection with Cincinnati.

This report has already greatly exceeded the advocates of the Chattano agranute for the comparative advantages of the comparative adverted that the great trunk road through Kentucky should be wated and controlled by Cincinnati and not by Louisville.

Very little has been said of the importance of our connection with Louisville. It has not arisen from any desire to underrate it, as it should rank as second in importance of our connection with Cincinnati.

This report has already greatly exceeded the the advocates of the Chattano ga route having had entire possession of the public ear prior to our arrival, had, by partisan an 1 ex parte statements created an impression favorable to that route; and it is well kno on that first impressions are not easily eradicated, even by the plainest and strongest evidence. It may also be safely said that in all such eaterprises undertaken by a city or State there are many private interests that may be favorably affected, not only by the selection of the Umini, but by the location of the entire line. The cabinot be supposed that this case forms an not be supposed that this case forms an exception to that general rule, and I have no doubt if a dozen other routes were proposed they would each find some sted and zealons advocates.

So far as our own people arc concerned, it would be a work of supprerogation to enumerate the many advantages which a short and direct communication with this port would offer to Cincinnati as well as to ourselves. Every practical merchant knows what those advantages are; but the people of Cincinnati advantages are; but the people of Cincinnati know little more of us and of our harbor than we know of them and their manufactures, and I must therefore be excused if I make some

I must therefore be excused if I make some allusion to them.

The merchants of Cincinuati attach much importance to a connection with a Gu f port, through which they might receive their supplies of sugar, molasses, coffee, and other West Indian and South American produce. I endeavored, and I think successfully, to satisfy many of them that our port offered greater advantages in this respect than any Gulf port. The distance is about the same, but the voyage hairs of the same but the voyage hairs of the same but the voyage hairs of the same but the voyage hairs of the controlled incurred by vessels visiting our port being much less than at any Gulf port, gives us a decided advantage in the rates of freight. The difference of insurance is also greatly in our favor; and as we export largely of yellow pine

storms which prevail porth of Hatteras dur-inz a greater portion of the year.

The low rates of storage, drayage and other petty charges, as compared with either the Gulf or North Atlantic ports, is also an import-

Gulf or North Atlantic ports, is also an important item in our favor.

As most of the ships and steamers arriving at our port, from Europe, in quest of cotton freights, now come in ballast, all that has been said of the West Indian and South American European trade.

I have said that, upon a fuller investigation

I have said that, upon a fuller investization of the subject, I had abandoned the opinion I had at first formed and expressed that in the event of the adoption of Chattanooga as the terminus of the proposed road, we would aud should abandon the completion of the Blue Ridge Railroad. I shall now give my reasons for changing my opinions, and will radeavor to show that Cincinnati is much more deeply interested in the selection of the Knoxville route than we are; and shall endeavor to convince the people of our sity and

of the Knoxville route than we are; and shall endeavor to convince the people of our city and state that they should at once devote all their energies to the speedy completion of that "o.ad, regardless of what action Cincinnati m take at the present time.

That I may not be accused of inconsistency, I here repeat that I have a decided praference for the Knoxville route, and hope, and believe, that the people of Cincinnati will adopt that route and no other. My preference is based upon the conviction that the interests of the two cities are, to a great extent, identical, and that the Knoxville route is the best for us. hat the Knoxville route is the best for us, simply for the reson that it is the best for

Let us for a moment suppose that the Chattanooga route should be adopted, and examine what would then be our position.

Cincinnati and Louisville are unquestionably great commercial rivals. By this, I must not be understood as saying that the people of either of those two cities are enviora of the prosperity of the other, or would desire to see them overtaken by misfortune. I merely wish to state the fact, that their geographical position is such, that they must, of necessity, compete for the trade of vast districts of country which are to some extent tributary to both. It is this rivalry which, when carried on in a proper spirit, calls Cincinnati and Louisville are unquestionably which, when carried on in a proper spirit, calls forth all the energy and enterprise of both parties, and develops to the utmost degree their latent energies and resources, which might otherwise be allowed to lie dormant, and thus contributes to the increased pro-peritue of both

A glance at the map will convince the most cisual observer that Louisville has, from causes which it does not concern us to inquire into, placed herself far in advance of Cincinnati so placed herself far in advance of Cincinnati so far as railroad connections with the South are concerned. It revains to be seen if, in the location of her proposed boundern railrod, sho will, by a fatal mistake, give to her rival further and undue, as they will be irretrievable, advantages in this respect.

That waithy corporation, known as the Louisville and Nashville Railroad Company, with a wife fivel hought and supirit of enterprise

That w aithy corporation, known as the Lonisville and Nashville Bailroad Company, with a wise forethought and spirit of enterprise worthy of all praise, has not limited its operations to the building of a road between the two cities named as its terminal points, but has built a road diverging at Lebanon Junction, and known as the Lebanon branch, in a southeasterly direction, passing through Danville to Mount Vernon. Kentucky, and have graded the road as far as London, Ky. Danville is a station on the proposed line to Chattanoga via Chitwood, and Loudon is a point on the proposed route to Knoxville. At London they have for the present ceased to push forward their road towards Knoxville, or rather towards the State line of Tennessee, where they will connect with the Tennessee and Kentucky Raitroad, runn ng north from Knoxville. I would here remark that this latter road is now in actual operation for a distance of 31 miles, have 15 ingles more graded and ready for the iron, leaving only 19 unies to be built.

ing only 19 unles to be built.

It would thus appear that the Louisville and Nashville Rillroad Company hold Danville and

now in process of construction, lies on the north side of a range of mountains, and therefore commands only the trade of a limited portion of North Alabama, and is cut off by this chain of mountains from all communication with the great cotton belt until it reaches a point in Central Alabama some distance north of Selma, where it connects with roads leading to Mobile and New Orleans.

The Selma, Rome and Dalton Road is now in actual operation as far as Rome, and will soon be completed to Dalton. This Road runs almost parallel to the Wills Valley Road, but being located on the south side of the chain of mountains, commands the trade of the rich cotton region of Alabama, and by its connections at Selma offers at least as short a route to New Orleans and a shorter one to Mobile and

CHARLESTON, S. C., MONDAY MORNING, MAY 31, 1869.

railroads converging at that point. whether I am correct or not in attributing these sentiments to the people of Louisville, there can be no doubt that they will adopt this policy if Cincinnati should adopt the Chattamotive leaves no other course open to Louis-ville. I have been told that the Louisville and Nashville Railroad Company now have a charter for this road, the estimated cost of which is \$2,100,000 and further that some years since the City of Louisville subscribed \$1,000,000 to wards its completion, to be paid as the work progresses. If this information is correct it would only be necessary to raise \$1,100,000 to

would only be necessary to raise \$1,100,000 to complete this road.

Should this road be built Cincinnati would be connected with Knoxville by the road now running to Danville, but as this adds somewhat to the distance, they would be compelled in self defence to extend their road from Paris to London, a distance of eighty-four miles, giving us the same connections with Louisville and Cincinnati as we are now striving for, and, in fact, the road would be upon the exact line of the proposed route from Cincinnati to Knoxville.

It will thus be seen that we shall, in all human probability, be placed in direct railroad communication with both dincinnati and Louisville, quite as soon as we can complete the Blue Ridge Railroad, whatever may be the choice of Cincinnati in locating her road.

We have however a direct interest in the

Blue Ridge Rairroad, whatever may be the choice of Cincinnati in locating her road.

We have, however, a direct interest in the choice of routes to be made by Cincinnati, as our interests, as stated before, are to a great extent identical, and it is important that the great trunk road through Kentucky should be owned and controlled by Cincinnati and not by Lovieville.

should rank as second in importance only to our connection with Uncinnati.

This report has already greatly exceeded the limit 1 had proposed when I commenced, but the subject is one of vital importance to our city and State, and I make no apology for extending it, still further, in order to show to our people the absolute necessity of completing the Blue Ridge Railroad without further delay. This can be accomplished within two years, and before the lapse of that space of time we should, and I hope will, be in direct communication with the great West, and reaping the bounteous reward of years of persevering efforts to accomplish that end.

Our efforts to form this connection have been stimulated by a desire to reap the advantages to be derived from the trade in their agricultural products; and but few persons in our community have any conception of the extent of their manufacturing industry. Cincumpati of their manufacturing nodustry. Cincinnati has a population of about 400,000 sculs, and is essentially a manufacturing city. There is scarcely a single atticle which we now purchase from the Northern and Eastern States, except-ing cotton fabrics, which we cannot also obing cotton fabrics, which we cannot also obtain from Cincinnati. Their interior location, with the abundance of all the raw materials used, gives them a very decided advantage over the Northern and Eastern ci ies in most of the branches of manufacture. Black walnut, over the Northern and Eastern ci ies in most of the branches of manufacture. Black walnut, maple, cedar, bickory, ash, and all other woods adapted to the manufacture of furniture, vehicles, agricultural implements and wooden ware are here found in the greatest abundance and of the best quality. Cedar is so abundant that it is need for fence rails.

Interview of the continuate that the different part of the continuation of the care manufacture and the ceded the value of that manufacture and any other city in the Union. There are many large manufactories of furniture, one of which has a

manufactories of furniture, one of which has a cash capital of \$2,000,000, and their premises difference of insurance is also greatly in our tavor; and as we export largely of yellow pine lumber to the West Indies, by vessels which have now to seek a return freight to the North in consequence of the smallness of our imports, such vessels would take our lumber at lower rates, if assured of a reasonable probability of a return cargo to this port. The same advantages as to freights and insurance would apply to cargoes of coffee from Rio. We also offer great advantages as compared with Northern Atlantic ports, owing to the sbortness of the voyage, and the avoidances of the storms which prevail north of Batteras duringless of the most improved patterns, and information of the most improved patterns, and information of the most improved patterns, and cash capital of \$2,000,000, and their premises over more than six acres of land. Stoves are made in imense numbers, together with every description of castings and hollow ware. I stated myself by actual inspection that in these two last branches they have the advantage over the Northern Cities, both as regards quality and price. Iron and coal of the best quality is near at hand and their moulding sand is of exceptional quality, which enables them to produce castings of unusually fine finish. Hardware and wooden were of every discovered in the produce of the most independent of the most improved patterns, and the produce of the storm of castings and hollow ware. I stage over the Northern Cities, both as regards quality and price. Iron and coal of the best quality and price. Iron and coal of the best quality and price. Iron and coal of the best quality and price. Iron and coal of the best quality and price. Iron and coal of the best quality and price. Iron and coal of the best quality and price. Iron and coal of the best quality and price. Iron and coal of the best quality and price. Iron and coal of the best quality and price. Iron and coal of the best quality and price. Iron and coal of the best quality and price. Iron and coal of the best quality and price. Iron implements of the most improved patterns, are among the leading articles of manufacture. This list might be extended so as to include almost every article of daily use. Apart from the advantage of lower prices, most of the articles examined presented the appearance of being made more with a view to durability than those we have been accustomed to purchase elsewhere, whilst the finetomed to purchase elsewhere, whilst ness of fluish is at least quite equal.

In a word, as they manufacture every srti-cle we need, and as we are purchasers of every article they make, it would be difficult to over estimate the amount of trade that must spring up between us upon the completion of ou

connecting roads.

Nothing has been said of the value to us of the connection with East Tennessee. The advantage of this connection alone would be worth to us the entire expenditure needed to complete the Blue Ridge Road. I shall notice but one article of their product, to wit: coal, and but one article that they must get from us, to wit: salt. It must not be supposed that and but one article that they must get from us, to wit: sait. It must not be supposed that these are the only articles we should exchange, as that would be to ignore their rich agricultural products, their iron, copper, marble, and other minerals which they would send to us, and also that they consume largely of sugar, coffice, molasses, and other West Indian and South American products. But the traffic in these two articles alone would furnish in a short time sufficient business to support the road. Coal of the best quality for house purposes, including genuine cannel coal chounds in East Tennessee, and they have a bituminous coal so free irom sulphur that it is used for smelting iron without being coked. This is an advantage rrom sulphur that it is used for smelling from without being coked. This is an advantage which I believe is without a parallel. I his coal, taking the present rates of transportation charges by the East Tennessee and connecting roads to Nashville, Augusta, and other poirts upon ordinary platform cars, could, upon the completion of the Biue Ridge Road, be sold in this givent conventing less than \$9\$ per ton

sume immense quantities of salt. This article can be imported here at a minimum of cost. can be imported here at a minimum of cost.
The steks are of little or no value to the consumers of the selt, and yet add greatly to the cost in Europe and to the duties here. The cars which bring us coll could be returned with sait in bulk, and from a careful calculation made, could be delivered in Knoxville or Circinnatial a reduction of at least 30 cents upon present prices. Our read would also have its coal ears fully loaded both ways, which is an advantage that is, perhaps, not enjoyed by any road engaged in the transportation of the

enjoyed by any road engaged in the transportation of coal.

Largely as our city would be benefitted by this connect; n, the people of the interior of our State would be benefitted to an equal, if not a greater extent. Common to choice brands of superfine figure are now selling in Cincionati at \$4.75 to \$5.25 per carrel. In the interior of this State the same flour is sold at \$11 to \$12.50 per barrel. The best clear sides are quoted there at 16½ cents per pound. In the upper districts bacture, not the best, sells at 25 cts. per pound. This is in consequence of the bacon and flour having to be simpped first to New York or Baltimore, thence to Charleston, and hetce to the interior, being burthened with freight for a distance of more than one thousand miles in interior, being burthened with freight for a distance of more than one thousand miles in excess of the distance by the proposed route, the drayage and other charges at each point of transhipment, and the profits of two or three intermediaries. The opening of these roads would cheapen the cost of flour in the interior districts \$1 to \$5 per barrel, and of bacon at least 5 cents per pound. If our country friends will estimate the saving that would be offertal upon these and the many other artieffected upon these and the many other arti-cles they purchase, they will see that the en-tire amount needed to complete the Blue Ridge Road would soon be returned to them in the cheapened prices of the articles they con-

sume.
I might continue to expaniate upon the imrousily considered, at once conclude that the connection with the Wills Valley Road is one of vital importance. A brief statement of facts will at once dispet this illusion. This road, as could be said in words, "We acknowledge ville, and to our own city and State, until this limit to expand to the advance-portance of this undertaking, to the advance-portance of this undertaking.

report would assume the proportions of a large printed volume, without exhausting the subject, but I forbear pursuing this topic further. It is due to candor to state, that we will be compelled to complete the Blue Ridge Railroad without subscriptions from abroad. The cost of a bridge across the Ohio river is estimated at \$2,000,000, and the balance of their means will probably be exhausted by the purchase of the roads already built and by filling the gap remaining to be built.

This project of connecting our city with Cincinnati and Louisville was first inaugurated by some of the best men and brightest intellects of our own and of the adjoining States, thirty-three years ago. We have already expended vast sums to carry out the original design, an enterprise, which at the time of its inception, was the grandest that had yet been proposed by any people. Railroads were then in their infancy, and it required greater boldness, and a clearer appreciation of the future growth of our country and of the necessities of comour country and of the necessities of commerce, as well as a greater confidence in our resources, to inaugurate so gigantic an underresources, to inaught the property of the saking at that early day, than was required at a later period to plan and build the great Pacific Road.

Must of those who stood sponsors for this

great enterprise have passed away from the busy scenes of this life, and their descend-ants now occupy their places, and we should all feel that in completing this great work, in almost strict conformity with the original design, we are not only conferring a great benefit sign, we are not only conferring a great benefit upon ourselves and our posterity, but are placing the coping stone upon a monument that shall endure for ages, to commemorate the wisdom and foresight of those wise and patriotic men who first dared to inaugurate so great an undertaking.

I cannot close this report without giving expression to my singers appreciation of the

ression to my sincere appreciation of the kindness and good feeling towards myself and towards our dear old city and state, which was universally evinced by all of the citzens of Cincinnati whom I had the pleasure of meeting. I beg them to believe me to be entirely sincere when I say that I hope and trust that what-ever may be their action in this matter, whether in accordance with, or contrary to, my own individual opinions, honestly enter-tained and candidly expressed, may by the re-sult be proven to have been the best for their

I remain, yours respectfully, JNO. B. LAFITTE. THE RICE TIERCE QUESTION.

A correspondent of the Georgetown Times answers the several communications that have been pub ished assailing the action of the Charleston rice dealers. He says: The agitation upon the subject of the rice

tierces began by the rice buyers of the city re-tusing to purchase rice with the charge for casks added. To this the factors responded by demanding that one quarter of a cent per pound be then added to cover the price of the cask, which, estimating the net weight of a cask of rice at 600 lbs., would be just the same as the charge for the cask. To this demand as the charge for the cask. To this demand there was no demur, and the sales on the first of May were conducted in that manner and ever since. As the buyers had made one move ever since. As the buyers had made one move towards a new system in the rice market, another was originated by the factors. They demanded that the deduction of 4 lbs. per cask allowed by the public weighers for tret should be disallowed for the future. Then instead of loosing \$1 50 per cask, the planter gains 4 lbs. of rice per cask by the new system. Now it has been said that it was a blind to the planter, has been said that it was a blind to the planter, for the factor to say that the buyer would give a cent per lb. more for the rice. But any business man can see how they can afford to do it. A buyer receives an order from New York for rice at a certain limit. In New York rice is sold without charge for casks. Is it not patent then that in making his estimate to fill its order that he must include the cost of the cask? In his estimate of the cost of the rice ordered all expenses have to be put, so that cask? In his estimate of the cost of the rice ordered, all expenses have to be put, so that the same \$150 or 1 cent per lb. are counted. Now does any one suppose that a factor cognizant of this fact, would consent to a loan of \$150 per cask purple for the hearest of the rice buyer? Or leaving out the fact that he is bound to do his best for his patron, would he willing to loose his commission: on the \$150 per cask on the entire rice he receives for sale? Another feature here presents itself. It is well known that Georgetown rice will run It is well known that Georgetown rice will run It is well known that Georgetown rice will run over the 600 lbs. per cask, and every pound so running over is a 1 cent gained by the planter. Taking an average of ten lots of rice received from Georgetown, the writer fines the average is 617 lbs. per cask. This shows a gain of 41 cents per cask for the planter.

It has been asked why is it that the buyers is a state of the bayers.

is anxious for the change. I will answer simply for the facilitation of business. In all the cities of the United States, except Charleston and Savannah, no charge for the cask is made, and it is merely for the sake of ma market correspond with the others.

## Special Motices.

FIHE NEATEST, THE QUICKEST AND THE CHEAPEST .- THE NEWS JOB OFFICE, No. 143 EAST BAY, having replenished its Stock with a new and large assortment of material of the finest quality and latest styles, is prepared to execute, at he shortest notice and in the best manner, JOB PRINTING of every description.

Call and examine the scale of prices before giving our orders elsewhere.

NOTICE.-TO OWNERS OF LOTS IN THE TOWN OF MOULTRIEVILLE, SULLIVAN'S ISLAND .- All persons claiming title to lots on Sulii van's Island upon which dwelling houses have not seen erected within the time prescribed by law, and who wish to retain the same, are hereby notified to enclose them at once in order that such lots as may have been abandoned shall be declared subject to lo eation and occupancy. JNO. M. TOUHEY. By order of

Intendant. VERGNE'S ELECTRO-CHEMICAL BATHS.—A BRANCH OF DR. VERGNE'S (OF NEW YORK) Electro-Chemical Batas is now established and in daily operation in Meeting, one door above Budson-street, over the office of Dr. P. T. SCHLEY, who has a private room for the especial accommodation of those who wish to be treated by the Medicated Baths, which are celebrated for the cure of all diseases produced by the too liberal use of Mercury in any of its forms; also Rheumatism, acute and chronic; Gout, Lead Poisoning in any form, Nervous Affections, Debility, and Chronic Diseases gener-

Dr. S. will administer the Baths by instructions direct from the discoverer, Dr. V., which embrace nany recent and useful hints.
May 3

AS CREDITORS' NOTICE. -ALL PERSONS in-lebted to Mr. GEORGE H. GRUBER are requested to make payments to either Mr. GEORGE H. GRUBER, or to Mr. G. W. GRUBER, (to be found at tiessrs. CORWIN'S STORE, KING-STREET,) during he month. After the first of June, all indebtedness unpaid will be placed into the hands of a Magistrate m order to wind up the affairs as speedily as possible. H. GERDIS & CO., 1mo Agents for Creditors.

EXECUTOR'S NOTICE .- ALL PER-SONs having d-mands or claims against the Estate of MaBTHA J. M. BELL, deceased, are notified to present the same duly attested, and parties indebted to said Estate to make payment to the undersign THEODOR' G. DARKER,

BATCHELOR'S HAIR DYE .- THIS splendid Bair Dye is the best in the world; the only true and perfect Dye; harmless, rehable, instantaneous; no disappointment; no midiculous tints; rem edies the ill effects of bad dyes; invigorates and leaves the bair soft and beautiful black or brown. Sold Ly all Druggists and Perfumers; and properly applied at Batchelor's Wig Factory, No. - Bond 1yr street, New York.

46 PHILOSOPHY OF MARRIAGE.-A NEW COURSE OF LECTURES, as delivered at the New York Museum of Anatomy, embracing the subtects : How to Live and What to Live for ; Youth Maturity and Old Age ; Manhood generally reviewed : the Cause of Indigestion : Flatul-nce and Neryous Diseases accounted for ; farrage Philosoph ally Considered, &c. These Lectures will be for warded on receipt of four stamps, by addressing BECRETARY BALTIMORE MUSEUM OF ANATO-MY. No. 74 West Baltimore etreet, Baltimore, Md.

## Married.

FOSTER—PERRY.—On Thursday, 27th instant, at the residence of A. S. J. PERRY, LSq., by the Bev. PRILIT GADEDEN, HENRY P. FOSTER, of Charles-ton, to MARTGA W., youngest daughter of the late Colonel BENJAMIN PERRY, of St. Paul's Parish. No

by Rev. W. J. BOORE, J ) HN KERSHAW, of Camden, S. C., to SUBAN, eldest daughter of General WILMOT G. DESAUSSURE, of this city.

BROWN—BYAN.—At Barnwell, S. C., on Thursday, May 20, by Right Rev. Bishop LYRCH, L W. BROWN, Edg., to Miss MARY BYAN, daughter of the late Colonel J. J. RYAN.

## Juneral Motices.

GILFILLIN —Died at Opelika, Alabama, May 28, 1869. Mr. ALEXANDER GILFILLIN, aged 28 years,

# His Friends and Acquaintances. and those of his brother JAMES, and Mrs. FARAH LINDSAY and family, are respectfully invited to attend his Funeral Services at St. Michael's Church, THIS MORNING, at Ten o'clock.

#### Gbituarn.

WARD.—Died, near Enterprise, Mississippi, on the 15th of April, Mrs. LAURA L., consort of Celone WILLIAM A. WARD, formerly of Columbia, S. C., danghter of the late P. J. Lucius, of Kershaw Dis-trict, S. C.

## Special Motices.

CONSIGNEES PER STEAMER MARY-LAND, from Baltimore, are hereby notified that she is THIS DAY discharging cargo at Pier No. 1, Union Wharves. All goods not taken away at sunset will remain on wharf at consignee's risk.

MORDECAI & CO., MEMPHIS AND CHARLESTON RAIL-

ROAD COMPANY.-The First National Bank of Charleston will pay the TENTH (16TH) DIVIDEND of the above Company, declared April 28th, 1869, to resident Stockholders in this city on and after the first proximo. WM. C. BREESF, Cashier. Charleston, S. C., May 31, 1869.

FOURTEEN YEARS OLD .- IN 1858 we purchased the entire stock of a BOURBON WHISat \$5 50 per gallon and \$1 50 per bottle, or \$15 per dozen, large bottles.

Conpoisseurs in this city and New York pronou this the finest Whiskey of the day. Buy it and be convinced. Constantly on hand other brands, from \$2 50 to \$5 per gallon. WM. S. OUBWIN & CO.,

Importers and Dealers in Fine Brandles, Whiskles, Wines, &c., No. 275 King-street. Branch of No. 900 Broadway, New York.

IN ORDER TO INTRODUCE BOUCHE FILLS & CO.'s Imported Champagne Wines, which are being generally used by the Botels and Clubs at the North, we will sell fifty cases, by the single case only, at the following prices: Dry Verzenay......324 00

Cabinet......\$25 00 Carse Blanche.....\$27 50 And by the bottle \$2 25 and \$2 50. WM. S. CORWIN & CO.,

No. 275 King-street. SCIENCE ADVANCES .-- AS SOON AS an article purporting to be of utility has been test-ed, and its merits endorsed by public opinion, unprincipled parties endeavor to replenish their depleted purses by counterfeiting and substituting a spurious for the genuine article. Sometime since. mercury, in the disguise of pills, powders, &c., was given for all diseases of the stomach and liver, while quinine was freely administered for the chills. At its advent, and an entire new system of healing was inaugurated. The benefic'al effects of this valuable preparation were at once acknowledged, and mineral poisons suffered to sink into that obscurity to which an en'ightened age has consigned them. There have been many spurious Bliters palmed upon the community, which, after trial have been found perfectly wo: thless, while HOSTETTER'S has proved a

blessing to thousands, who owe to it their restora-

tion to health.

For many years we have watched the steady procure for all complaints arising from the stomach of a morbid nature, and we are free to say that it can be relied upon as a certain relief and rem edy. Its proprietors have made the above preparation, after years of careful study and sitting, and are now reaping the reward claimed by this valuable specific, and which they so richly merit. It is the only preparation of the kind that is reliable in all cases, and it therefore demands the attention of the afflicted.

ESSAYS FOR YOUNG MEN. -ON THE Errors and Abuses incident to Youth and Early Manhood, with the humane view of treatment and cure, sent by mail free of charge. Address HOWARD AS SOCIATION, Box P. Philadelphia, Pa.

WILLIS & CHISOLM. FACTORS, COMMISSION MERCHANTS

SHIPPING AGENTS,

WILL ATTEND TO THE PURCHASE, SALE AND SHIPMENT (to Foreign and Domestic Ports) of COTTON, RICE, LUMBER AND NAVAL STORES. ATLANTIC WHARF, Charleston, S. C. E. WILLIS ...... A. R. CHISOLM

N. B. HEARD, N. Y. W. J. HEARD, NORFOLK.
D. W. YOUNG, N. Y. F. E. GOODRIDGE, FORTSMOUTH

HEARD, YOUNG & CO.,

PRODUCE COMMISSION MERCHANTS, No. 247 Washington-street,

NEW YORK.

SPECIAL ATTENTION GIVEN TO THE SALE OF EARLY VEGEOABLES, FRUITS. FOTATOE?, &c.

REFERENCES .- Governor Z. D. Vance, Charlotte; W. D. Reyno'ds & Bro., Norfolk; E. G. Ghio, Superintendent S. & R Railroad, Portsmouth; Colonel S. L. Fremont, E. E. Burruss, Esq., Wilmington; H. K. Thurber & Co., Langbran & Egbert, New York: Bernard O'Neill, Charleston; Alexander & Russell Savannah.

W. & L. G. WELLS & CO., PRODUCE COMMISSION MERCHANTS. No. 114 WEST PRATT-STREET.

BALTIMORE, MD.,

RECEIVE AND SELL ON COMMISSION ALL

VEGETABLES, FRUITS, MELONS, &c. We guarantee highest market prices and prompt returns for all consignments to our house. Stenet Plates furnished free of charge. 2mos May 3 CHAMBERLAIN & SEABROOK,

ATTORNEYS AT LAW AED SOLICITORS IN EQUITY, Charleston, S. C.

Office in the Courthouse

D. B. OHAMBERLAIN, Atty-General .. P. E. SEABROOK. Special attention will be paid to the Prosecution of Claums held by parties outside of the State. May 4

# Shipping.

FOR LIVERPOOL. THE A1 BRITISH BARK DALKETTE CHARLES S. ANDERSON Master. having a large portion of her cargo on board, will meet with gispatch.

For Freight engagements apply to R. MURE & CO.,

May 19 Boyce's Wharf.

EXCURSIONS: EXCURSIONS! THE FINE FAST SAILING YACHT
ELLA ANNA, the Champion of the South,
is now ready and prepared to make regular
tripe, thus affording an opportunity to all
who may wish to visit points of interest in our beautiful harbor.

For passage, apply to the Captain on Union
Wharf.

Imo May 15 EXCURSIONS AROUND THE HARBOR.

THE FINE, FAST SAILING AND COMFORTABLY appointed Yacht ELEANOR
will resume her trips to historic points in
the harbor, and will leave Government
Wharf daily at Ten A. M.
For Passage apply to
December 18
THE HARBOR
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FOR NEW YORK.

CABIN PASSAGE \$20. THE SPLENDID SIDE-WHERL STEAMSHIP JAMES ADGER, T. J. LOCKWOOD Commander, will sell from adger's south whart on Sax-URDAY, June 5th, at 3 o'clock P. M., precisely.

AP An extra charge of 35 made for Tickets puschased on board after sailing.

AP No Bills of Lading signed after the steamer.

leaves.

AF Through Bills Lading given for Cotton to
Boston and Providence, B. I.

AF Marine Insurance by this line ½ per cent.

AF The Steamers of this line are first class in
every respect, and their Tables are supplied with all
the delicacies of the New York and Charleston mar

For Freight or Passage, apply to
JAMES ADGER & CO., Agents,
Corner Adger's Wharf and East Bay (Up-stairs.)
May 31

BALTIMORE AND CHARLESTON STEAMSHIP COMPANY. THE STEAMERS OF THIS LINE will eatl on the following days for BALTIMORE:
The MARYLAND, Captain JONNSEA GULL, Captain DUTTON, will follow on —

June, at —.

## Through Bills Lading signed for all classes of Freight to BOSTON, PHILADEL PHIA, WILMINGTON, DEL., WASHINGTON CITY, and the NORTH-ON. T. For Freight or passage, apply to COURTENAY & TRENHOLM, Union Wharres.

FOR PHILADELPHIA AND BUSION. REGULAR EVERY THURSDAY.

THE STRAMSHIP PROMBINESS, Captain A. B. Gray, will leave North Atlantic Whart, on Thuseday, June 33, at - o'clock Por Freight, apply to JOHN & THEO. GETTY,

FOR NEW YORK.

REGULAR LINE KVERY WEDNESDAY. PASSAGE \$20.

THE SIDE-WHEEL STEAMSKEP
MAGNOLIA, Captain Chowsia, will
leave Vanderhorat's Wharf, on WenNESDAY, June 2d, 1869, at 12 c'elect
M. RAVENEL & CO., Agents. PACIFIC MAIL STEAMSHIP COMPY THROUGH LINE TO CALIFORNIA, CHINA AND JAPAN.

CALIFORNIA, CHINA AND JAPAN.

OHANGE OF SAILING DAYS!

STEAMPER OF THE ABOVE
Inscheme Pier No. 42 North Bives,
foot of Canal-street, New York, at
12 o'clock noon, of the 1st, 11th and
21st of every month (except when these dates fall
en Bunday, then the Saturday preceding).

Departure of 1st and 21st connect at Panama with
steamers for South Pacific and Central Americas
ports. Those of 1st touch at Manzanillo.

Departure of 11th of each month connects with
the new steam line from Panama to Australia and
New Zealand.

Now Zealand.
Steamship GREAT REPUBLIC leaves San Francisco for China and Japan July 3, 1869.
No California steamers touch at Havana, but go direct from New York to Aspinwall.
One hundred rounds has going tree to each adult. direct from New York to Aspinwall.

One hundred pounds baggage free to each adult.

Medicine and attendance free.

For Passage Tickets or further information apply at the COMPANY'S TICKET OFFICE, on the wharf, foot of Canal-street, North Biver, New York.

#### March 12 lyr CHANGE OF SCHEDULE.

FOR SAVANAH-INLAND BOUTE VIA BEAUFORT AND HILTON HEAD. PASSAGES REDUCED. To Savannah .... \$5. To Beaufort .... \$4.

FARE IN LUDED. THE STEAMES PILOT BOY, CAPTAIN FERS PECK, will leave Accommodation Wharfevery Mondax Moreing at 8 o'clock.

Returning will leave bevannab every WENNESDAY MORNING at 8 o'clock.

JUHN FERGUSUN,

Accommodation Wharf.

FOR EDISTO, ROCKVILLE, ENTER-PRISE AND BEAUFORT. THE STEAMER PILOT BOY,
Captain FENN PEOR, will leave Accommodation Wharf, every THURSDAY MORRING, at
8 O'clock. Beturning will leave Beaufort PRIDAY
MORNING, at 8 O'clock, and Edisto at 2 P. M.

JOHN FERGUSON, Accommodation Wharf. FOR CHERAW. GEORGETOWN AND ALL LANDINGS ON THE PREDEE RIVER. THE STEAMER GENERAL MANI-

THE STEAMER GENERAL MANI-GAULT, Captain Condes, is now re-calving Freight at Middle Atlantic Wharf, and will leave on Wednesday Night, the 2d June. For Freight engagements apply to SHACKELFORD & BELLY, No. 1 Boyce's Wharf.
N. B.—Hereafter the MANIGAULT will make one rip up Peedee and Santee every four weeks.

May 31

CHANGE OF SCHEDULE. FOR PALATKA, FLORIDA, VIA BAVANNAH, FEBNANDINA AND JACKBOR

THE ELEGANT AND FIRST-CLASS
STEAMER CITY POINT, Captain
GEO. E. McMillan. will sail from Charleston every
TLESDAY EVENING, at Nine o'clock, for the above

points.

Connecting with the Central Railroad at Savannah for Mobile and New Orleans, and with the Florida Railroad at Fernandina for Cedar Reys, at which point stemmers connect with New Orleans, Mobile, Pensacola, Key West and Havana.

Through Bilis Lading signed to New Orleans and All freight pryable on the wharf.
Goods not removed at sunset will be stored at zis!

Goods not removed and expense of owners, and expense of owners, South Atlantic Wharf, T T. HUMPHREYS.

BROKER, AUCTIONEER AND COMMIS-SION MERCHANI. SALES OF REAL ESTATE, STOCKS, BONDS, SE.

CURITIES AND PERSONAL PROPERTY

ATTENDED TO. No. 27 BROAD-STREET CHARLESTON, B. C.

REPERENCES. Hon. HENRY BUIST, W. J. MAGRATH, Beq. General JAMES CONNER, T. R. WARING, Beq.

HOLMES & MACBETH, Wo. . 6 Broad-street, Charleston, S. C.,

BROKERS, AUCTIONEERS, BEAL ESTATE AND

Will attitend to Renting and I lecting of Rea and purchase and sale of blocks, Bonds, Gol Silver and Real Estate.

GENERAL COMMISSION AGENTS

ALSO.

To the Purchase of Goods and Supplies for parties in the country upon reasonable terms.

GEORGE L. HOLMEF.......ALEXANDER MACREEL.

January 1